

SECTION II
NAVIGATION PUBLICATIONS

NM 10/02

SAILING DIRECTIONS CORRECTIONS

PUB 155 7 Ed 2001 LAST NM 48/01

Page 132—Lines 9 to 10/R; read:

Caution.—A stranded
(BA NM 1/02)

10/02

PUB 182 5 Ed 2001 LAST NM 8/02

Page 8—Line 17/R; read:

1.16 Farsund (58°06'N., 6°49'E.) (World Port Index No. 23520), the inner harbor, lies
(NIMA)

10/02

Page 12—Line 14/L; read:

1.29 Flekkefjorden (58°18'N., 6°40'E.) (World Port Index No. 23510) is located in the N
(NIMA)

10/02

Page 16—Line 29/L; read:

1.44 Egersund (58°27'N., 6°00'E.) (World Port Index No. 23490) consists of an inner
(NIMA)

10/02

Page 30—Line 12/L; read:

2.20 Karsto Gas Terminal (59°16'N., 5°30'E.) (World Port Index No. 23451) is located a
(NIMA)

10/02

Page 47—Lines 17 to 18/L; read:

3.30 Sunde (59°47'N., 5°58'E.) lies on the E shore of Matrefjorden, about 0.2 mile
(NIMA)

10/02

Page 56—Lines 34 to 35/R; read:

Saevareid (60°11'N., 5°45'E.) has several small quays. The largest is 43m long, with
(NIMA)

10/02

Page 57—Line 13/L; read:

Os (60°11'N., 5°28'E.) is
(NIMA)

10/02

Page 66—Lines 19 to 20/R; read:

Klokkarvik (60°13'N., 5°10'E.) lies about 1 mile NNW of Svinestangen and offers
(NIMA)

10/02

Page 104—Line 46/R; read:

Bud (62°54'N., 6°55'E.) (World Port Index No. 23107) is situated on a point of the
(NIMA)

10/02

Page 129—Line 15/R; read:

7.16 Salsbruket (64°48'N., 11°52'E.) (World Port Index No. 23046) stands on the N side
(NIMA)

10/02

Page 159—Line 39/L; read:

in 40m, clay and sand, off **Ulvik** (68°34'N., 16°20'E.) (World Port Index No. 21970) in the SE part of Skrovkjosen.
(NIMA)

10/02

Page 166—Line 1/R; read:

Sjovegan (68°53'N., 17°50'E.) (World Port Index No. 21510) is the administrative center
(NIMA)

10/02

Page 175—Line 55/L; read:

Kvalsund (70°30'N., 23°59'E.) (World Port Index No. 20910) and Sammelsund are deep and free of dangers.
(NIMA)

10/02

Page 180—Line 55/L; read:

Batsfjorden (70°41'N., 29°51'E.) (World Port Index No. 20695) lies about 7 miles E of
(NIMA)

10/02

PUB 191 9 Ed 2000 LAST NM 48/01

Page 119—Lines 2 to 58/R; read:

Vessels are prohibited from stopping, fishing, or anchoring, except in emergency, within the approach channels (Passe de l'Ouest, Passe Est, Westdiep, Passe de Zuydcoote, and Chenal Intermediaire) and roadsteads of Dunkerque. This regulation also applies to the four dumping ground areas lying N of the approach channels.

Restricted Areas (Release Zones), the limits of which may be best seen on the chart, lie about 2 miles NW and 7 miles W of the entrance to Port Ouest. Vessels waiting to enter the port can stop or anchor in these areas only with permission of the Harbor Master.

Vessels with drafts over 10m or lengths over 230m are considered to be constrained. Such vessels must display the appropriate shapes and lights when transiting the approach channels.

Special regulations and reporting procedures apply to vessels over 1,600 grt transporting dangerous cargoes in bulk in the approaches to the French coasts of the North Sea, English Channel, and the Atlantic between the Belgian border and the Spanish border.

Such vessels should contact Gris-Nez Traffic on VHF channel 13 or Dunkerque Port Control on VHF channel 73 when arriving within VHF range, and, in any case, before leaving the Dover Strait TSS. Vessels should then maintain a continuous listening watch on these frequencies.

Such vessels must report any significant defects to propulsion, steering, anchoring, or radar equipment prior to entering French territorial waters. Vessels must send an ETA

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12 hours before arrival to the pilot station and to Dunkerque Port Control.

Such vessels are authorized to proceed without a pilot to the Waiting Area anchorage lying to the W of the Dyck lighted buoy. They are not permitted to proceed E of the Dyck lighted buoy unless a Dunkerque pilot is on board. However, vessels less than 100m in length unable to embark a pilot because of weather may, with permission from the authorities, proceed through the approach channel.

For further details of these special procedures, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

(Fr SD C2.1)

10/02

PUB 195 6 Ed 1999 LAST NM 9/02

Page 9—Lines 25 to 30/L; read:

Anchorage.—There are four designated anchorage areas. Anchorage Area A lies 2 miles SW of Ihasaluneem (59°32.5'N., 25°09.1'E.) and has depths of 19 to 38m, sand and clay. It provides shelter from winds from between ENE and S.

Anchorage Area B lies 1.5 miles SSW of Prangli Saar Light (59°36.9'N., 25°02.4'E.) and has depths of 20 to 60m, sand. It is for vessels carrying dangerous cargoes.

Anchorage Areas C and D lie, respectively, 1.2 miles N and 1.5 miles NE of the grain pier. These areas have depths of 12 to 30m, sand and clay, and are situated on either side of the entrance range.

(BA NP 20)

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Page 95—Lines 11 to 46/L; read:

from a line joining Bonden (63°26'N., 20°03'E.), Sydostbrotten (63°21'N., 20°11'E.), and Norrskar (63°14'N., 20°36'E.). It is encumbered with numerous islands, islets, rocks, and shoals.

The part of the Gulf of Bothnia situated S of Norra Kvarken is known in Swedish as Bottenhavet and in Finnish as Selkameri. The part of the gulf situated N of Norra Kvarken is known in Swedish as Bottenviken and in Finnish as Perameri.

Holmoarne (63°40'N., 20°52'E.), a group of islands and rocks, divides Norra Kvarken into two channels or passages. Vastra Kvarken, on the W side, leads between the group and the dangers fronting the coast of Sweden; and Ostra Kvarken, on the E side, leads between the group and the dangers fronting the coast of Finland.

Great care is necessary when navigating within both Vastra Kvarken or Ostra Kvarken, particularly during foggy weather, which is not infrequent. Mariners should bear in mind that the currents are uncertain and their movements sometimes precede the wind.

Holmon (63°47'N., 20°54'E.), the N and largest island of the Holmoarne group, lies about 4 miles off the Swedish coast. The summit of this island is situated in the N part. It is 24m high and consists of a bare ridge surrounded by woods. Several houses, a lookout tower, and a church, with a high pointed tower, stand on this ridge and are prominent from seaward.

A chain of small islets, rocks, and shoals extends about 5 miles NE from the N end of the island and is marked at its outer edge by a buoy.

Byviken (63°48'N., 20°52'E.), a small harbor protected by breakwaters, lies within a narrow bay at the NW end of the island. It has a depth of 4m and is used by fishing vessels and pleasure craft. The bay is exposed to winds and heavy seas from the N and NE. Vessels with local knowledge can anchor, in a depth of 20m, sand, close off the W shore of the bay.

A conspicuous radio mast stands close E of Byviken harbor.

Bergudden Light (63°47.5'N., 20°50.5'E.) is shown from a prominent wooden tower, 18m high, standing on the NW side of Holmon Island.

Lillhallansgrund (63°49'N., 20°52'E.), a shoal with a least depth of 5.9m, lies about 1 mile N of Byviken and is marked on its SW side by a buoy.

Falkgrund (63°51'N., 20°53'E.), a shoal with a least depth of 9.9m, lies 2.3 miles NNW of the N extremity of Holmon and is marked by a buoy. Shoal patches, with depths of 7.6m and 9.4m, lie about 0.6 mile ESE and 0.7 mile SSW of Falkgrund.

Stora Fjaderagg (63°48'N., 21°00'E.), a mostly barren island, lies 1.5 miles NE of the NE extremity of Holmon Island. A chapel, some fishing huts, and a beacon, 7m high, are situated on the S side of the island. A main light is shown from a prominent tower, 13m high, standing on the summit of the island.

An extensive shoal bank fronts the N and E sides of Stora Fjaderagg. Lillgrund, an above-water rock, and Osterbadan, a shoal with a depth of 6.9m, lie about 1 mile N and 1 mile E, respectively, of the island.

Vessels can take anchorage, in depths of 9 to 16m, sand, about 0.3 mile S of the S end of Stora Fjaderagg. They must approach from the E and take care to avoid the reef extending up to about 1.5 miles from the E side of the island.

Angeson (63°44'N., 20°54'E.), low and wooded, lies close S of Holmon Island. Rocks and shoals extend up to about 1.8 seaward of the W side of this island and up to 4 miles seaward of the E side. These dangers are marked by buoys and may best be seen on the chart.

Grossgrunden (63°39'N., 20°51'E.), low and wooded, lies close S of Angeson and is fronted by shoals on each side. A beacon, with a radar reflector, stands on a group of above-water rocks about 1.5 miles WSW of the N end of this island.

Jagaroren (63°41'N., 20°55'E.), a shoal, lies about 1.6 miles ENE of the N end of Grossgrunden. A disused light tower, 12m high, stands on this shoal and is equipped with a racon.

Holmogadd (Gadden) (63°36'N., 20°47'E.), the southernmost island of the group, is bare except for a few clusters of low trees and bushes. It is separated from the S end of Grossgrunden by Gaddstrommen. A conspicuous tower, 8m high, stands on the N part of the island.

A main light is shown from a prominent granite tower, 20m high, standing on the S end of the island. Some dwellings are situated close to the light tower and a cain stands on the beach close S of them.

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Gaddstrommen, a narrow passage leading between reefs, is the only navigable channel through the island group. It is marked by beacons and only used by small craft with local knowledge.

A rocky coastal bank extends about 2 miles S and 2.5 miles SE from the S end of Holmogadd (Gadden). It is marked by buoys and may best be seen on the chart.

Huginsgrund (63°34'N., 20°46'E.), a shoal with a depth of 5.9m, lies 2 miles S of Holmogadd Light, at the edge of the bank, and is marked by a buoy.

Caution.—Submarine cables, which may best be seen on the chart, extend between the NE side of Holmon and Stora Fjaderagg, and between the SE side of Holmogadd and Nordvalen Light.

A restricted area, within which entry is prohibited without permission, surrounds the island of Holmogadd and the S part of Grossgrunden.

A designated nature area, within which numerous restrictions apply, has been established around the E part of Holmon, most of Angeson, Grossgrunden, Holmogadd, and a large number of the adjacent skerries and rocks.

Due to the numerous off-lying dangers, vessels proceeding N in the gulf are advised to keep at least 4 miles from the E side of the Holmoarne group.

8.13 Nordvalen Light (63°32'N., 20°47'E.), equipped with a racon, is shown from a prominent floodlit tower, 26m high, standing 3.5 miles S of Holmogadd Light and 11 miles N of Utgrynnan Light.

A chain of rocks and shallow shoals extend up to about 7 miles S of Nordvalen Light. The outer shoals are marked by buoys and may best be seen on the chart.

Gerdasgrundet lies 1.5 miles SSW of Norvaken Light. This shoal has a least depth of 4.8m and is marked by a buoy.

Vastra Snipansgrundet, with a least depth of 2.3m, lies 6.2 miles SSW of Nordvalen Light. This shoal, which is the southeasternmost danger lying in the entrance to Ostra Kvarken, is marked by two buoys.

Odelgrund (63°25.5'N., 20°34.0'E.), with a depth of 11.9m, lies about 7 miles NW of Utgrynnan Light (63°21'N., 20°46'E.) and 8.5 miles SW of Nordvalen Light. This shoal lies at the outer edge of a bank extending SE from the vicinity of Gunvorsgrund Light (63°29'N., 20°27'E.) and is marked by a lighted buoy.

Waldersgrund, a detached shoal with a depth of 11.9m, lies about 1 mile ESE of Odelgrund and is marked by a buoy.

8.14 Vastra Kvarken (63°42'N., 20°43'E.) is bordered on the W side by the dangers fronting the Swedish coast (see paragraph 8.7) and on the E side by the Holmoarne group (see paragraph 8.13). This passage leads in a general NNE direction for 23 miles from a position 5 miles SE of Vaktaren Light (63°37'N., 20°25'E.) to the vicinity of Karingskar shoal (63°54'N., 20°51'E.).

A coastal passage leads to the vicinity of Vaktaren Light (see paragraphs 8.4 and 8.5).

The recommended route, which may best be seen on the chart, leads NNE using the white sector of Bergudden Light (63°47.5'N., 20°50.5'E.). When about 2 miles from the light tower, vessels should steer more to the N and adjust their

course in order to pass WNW of the light and ESE of Tarngrunden shoal (see paragraph 8.7).

The route then leads in a NNE direction and passes close WNW of Lillhallansgrund and Falkgrund shoals. After passing Falkgrund vessels should steer more to the NE and head for a position 2.3 miles ESE of Karingskar. They should then head NNE using the white sector of Bergudden Light astern.

Vessels entering from the N should head in a SSW direction using the white sector of Bergudden Light. When about 7 miles from the light structure and E of Karingskar, they should head SW to pass close W of Falkgrund shoal. The route then leads SSW and passes close WNW of Lillhallansgrund and about 0.4 mile WNW of Bergudden Light. When about 1.5 miles SSW of the light, vessels should adjust course and steer in a SSW direction using the white sector of Bergudden Light astern.

Pilotage.—The pilotage area for Umea lies between a line bearing 140° through Norrbyskar (63°33'N., 19°52'E.) and latitude 64°03'N. The main boarding station is in the vicinity of Vaktaren Light. All requests for pilotage through Vastra Kvarken must be made through the VTS station at Lulea (see Sector 9).

Caution.—Submarine cables, which may best be seen on the chart, lie across the N part of the passage. They extend NW between the NE side of Holmon, in the vicinity of Byviken harbor, and the mainland coast of Sweden.

A submarine cable, which may best be seen on the chart, lies across the S part of the passage. It extends WNW between the W side of Holmogadd and the mainland coast in the vicinity of Umea.

Buoys moored within Vastra Kvarken are sometimes displaced by drift ice in the early part of the navigation season, and may also be fouled by timber rafts.

An area, within which anchoring, fishing, and diving are prohibited, extends across Vastra Kvarken in the vicinity of Bergudden Light and may best be seen on the chart.

8.15 Ostra Kvarken (63°33'N., 20°51'E.), the main offshore passage in Norra Kvarken, is bordered on the NW side by the dangers fronting the S and E sides of the Holmoarne group and on the SE side by the dangers fronting the coast of Finland.

Depths—Limitations.—A Deep-Water Route, which is marked by buoys, has been established through Ostra Kvarken. It extends for about 8 miles SW and 7 miles ENE of Nordvalen Light (63°32'N., 20°47'E.) and has a least depth of 16.2m.

The recommended track passing through Ostra Kvarken is authorized for drafts up to 13m.

Directions.—Vessels should proceed in a N direction up the gulf to a position located about 8 miles WNW of Norrskar Light (63°24'N., 20°36'E.). The recommended track then leads NE from this position to the S entrance of the Deep-Water Route. It passes about 6 miles SE of Sydostbrotten Light (63°21'N., 20°11'E.), close SE of Odelgrund (63°25.5'N., 20°34.0'E.), and close NW of Waldersgrund, using the white sector of Nordvalen Light (63°32'N., 20°47'E.).

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From a position about 5 miles SW of Nordvalen Light, the recommended track (Deep-Water Route) leads in a NE direction to pass close WNW of the shoals lying SW of the light. It then rounds the light, at a distance between 0.2 mile and 0.6 mile, and leads ENE toward a position located 11.7 miles NNE of Valassaaret Light (63°25'N., 21°04'E.), using the white sector of Nordvalen Light astern.

Vessels bound for Umea or intending to use the coastal route through Vastra Kvarken should depart the recommended track (Deep-Water Route) in a NW direction when about 2.5 miles SW of Nordvalen Light.

Caution.—A submarine cable, which may best be seen on the chart, lies across the passage. It extends NNW from the vicinity of Ritgrund Light (63°26'N., 21°30'E.), rounds the

island of Stora Fjaderagg, and extends W to the mainland coast of Sweden.

Care should be taken when approaching the S part of the passage as the Swedish side, being high, may tend to appear closer than the low Finnish side.

(BA NP 20) 10/02

Page 95—Lines 1 to 48/R; strike out.
(NIMA)

10/02

Page 96—Lines 1 to 17/L; strike out.
(NIMA)

10/02

Page 96—Lines 1 to 29/R; strike out.
(NIMA)

10/02

WORLD PORT INDEX CORRECTIONS**PUB 150****17 Ed 2000****LAST NM 6/02****EVEN PAGE CORRECTIONS**

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS				CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA
										TIDE	SWELL	ICE	OTHER								
20850	HAVOYSUND				Remove from list. *																10/02
20950	HASVIK				Remove from list. *																10/02
21200	SKJERVOY				Remove from list. *																10/02
21220	TORSVAAG				Remove from list. *																10/02
21520	HUSOY				Remove from list. *																10/02
21530	SENJEHOPEN				Remove from list. *																10/02
21540	HAMN				Remove from list. *																10/02
21550	GRYLLEFJORDEN				Remove from list. *																10/02
21560	SKROLSVIK				Remove from list. *																10/02
21760	MELBU				Remove from list. *																10/02
22370	BREIDVIK				Remove from list. *																10/02

PUB 150 (Continued)

EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS				CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA
										TIDE	SWELL	ICE	OTHER								
22400	VALNES				<i>Remove from list.</i>																10/02
	*				*																
22910	HALSOY				<i>Remove from list.</i>																10/02
	*				*																
23113	LEIRVAG				<i>Remove from list.</i>																10/02
	*				*																
23114	ULSTEINVIK				<i>Remove from list.</i>																10/02
	*				*																
23116	EGGESBONES				<i>Remove from list.</i>																10/02
	*				*																
23117	FOSNAVAG				<i>Remove from list.</i>																10/02
	*				*																
23119	VARTDAL				<i>Remove from list.</i>																10/02
	*				*																
23134	SOGNDAL				<i>Remove from list.</i>																10/02
	*				*																
23150	VAGEN				<i>Remove from list.</i>																10/02
	*				*																
23170	STRUSSHAMN				<i>Remove from list.</i>																10/02
	*				*																
23280	BRANDASUND				<i>Remove from list.</i>																10/02
	*				*																
38310	ALGECIRAS	SP	3608N	00526W	131	52043	S	CB	F	N	N	N	Y	N	G	A	J	A	02	L	
	*			*										*	*	*	*	*			10/02
38370	MALAGA	SP	3643N	00425W	131	52046	M	CB	G	N	N	N	Y	N	H	A	K	H	01	L	Y
														*		*					10/02

ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY U.S. REPRESENTATIVE ETA MESSAGE	PILOTAGE			TUGS SALVAGE TUGS ASSIST	QUARANTINE		COMMUNICATIONS				LOAD/ OFFLOAD			MEDICAL FACILITIES GARBAGE DISPOSAL DEGAUSS DIRTY BALLAST	CRANES		LIFTS			SERVICES			SUPPLIES				REPAIR DRYDOCK RAILWAY
		COMPULSORY AVAILABLE	LOCAL ASSIST ADVISABLE			PRATIQUE DERATT CERT OTHER	TELEPHONE TELEGRAPH RADIO RADIO TEL AIR RAIL	WHARVES ANCHOR MED MOOR BEACH MOOR ICE MOOR	FIXED MOBILE FLOATING	100 TONS PLUS 50 - 100 TONS 25 - 49 TONS 0 - 24 TONS	LONGSHORE ELECT STEAM NAVIG EQUIP ELECT REPAIR	PROVISIONS WATER FUEL OIL DIESEL OIL DECK ENGINE																
38310	Y N Y *	Y Y *	Y		Y	Y Y	Y Y Y Y * *	Y	Y		Y	N *	Y		Y Y Y * *	Y	Y *		Y Y Y Y			B L S * *			10/02			
38370	Y Y Y	Y Y	Y		Y	Y Y	Y Y Y Y Y Y * *	Y Y	Y		N	Y Y Y *	Y Y Y		Y Y *	Y Y	Y *		Y Y Y Y Y Y Y Y			C S *			10/02			